

IN MEMORIAM.

IMPRESSIVE SERVICES IN THE BRUSSELS STREET BAPTIST CHURCH.

The Congregation Formerly Presided Over by Rev. Dr. Carey Assemble with Many Members of the Baptist Church and Other Denominations to Honor His Memory.

A very impressive service was held at 3 o'clock Sunday afternoon in Brussels street Baptist church in memory of the late Dr. G. M. W. Carey, formerly pastor of the church.

The platform and reading desk were draped in black. The pastor's chair was left unoccupied in token of the death of Dr. Carey.

The service opened with an organ voluntary. The Dead March in B-flat, played by Mr. Bueche with marked effect.

Rev. Dr. Carey on the eve of his departure to Ottawa. Little did the people then think they would ever see him more, and the news of his death was a great shock.

Dr. Carey's death, but to rejoice that his spirit had been freed to dwell with Jesus. Rev. J. W. Clark, after the hymn Why Do We Mourn had been sung, spoke briefly.

Dr. Carey 22 years ago, he said, and was much drawn to him. In fact, Dr. Carey, under God, was the means of bringing the light of faith to the people of this city.

Dr. Carey was not here in the flesh, the preacher said he was present, incorporated into the spiritual life of the people with whom he labored.

Rock of Ages was sung, and then in a few remarks Rev. M. A. Higgins, E. J. Carey, Dr. Carey, and later, in the beginning of his work in this city, he was again thrown into contact with the deceased clergyman.

Dr. K. K. K. of Acadia, had been invited to come and speak at the service but telegraphed that he was unable to do so, much to his regret.

The Orpheus quartette sang Lead Kindly Light, and the closing hymn was Servant of God, Well Done. The benediction was pronounced by Rev. J. E. Shaw.

Programmes of the service printed with borders of black, and containing, also, a picture of the late beloved Dr. Carey, taken a short time before his departure from St. John were provided as souvenirs of the impressive service.

Programmes also contained a short sketch of Dr. Carey's life.

appeared on Tuesday owing to the multiplication and highly magnified stories of new combinations in iron and steel. The official report of foreign trade in April showed a decrease compared with last year of \$19,000,000 in the export of the principal products.

There was an increase in manufactured articles and in the export of the month was \$1,000,000 more than in March. While buying 200 tons Bessemer pig at Pittsburgh gave reason for the advance in price to \$10.50 with great force quoted at \$15 per ton, it is not quite as clear as it might be that the output, which was \$55,000,000, was weekly according to the Pittsburgh record.

The shipment of boots and shoes from the east have been for two weeks of May 22 per cent larger than last year and 50 per cent larger than in 1892. Higher prices, which have been asked for several months are now more generally paid for men's wear, though most wearers covered by orders for four months ahead or more.

Leather shew hesitation, dealers apparently questioning whether the rise has not been too much, and at Chicago the same question runs through the hide market, though advances are slight.

Speculators are doing a large business in wool. They have bought about seven million pounds Australian wool in bond here, as is now reported, and about one million pounds domestic territory wool is also said to have been sold for export at about 42 cents a lb.

The orders for wool goods are decidedly better, and although the Woolen Association is not yet in operation it seems to have given a certain kind of confidence to the woolen goods department. Cotton declined a small fraction on Monday owing to freer port movement, which made it probable that at the end of the month the amount in sight would be equal to last year's record breaking figure.

But there was a recovery of all the different kinds of cotton and a net gain in option prices. Wheat has been rising during the past week about four cents and nobody is willing to sell the exports in the past two weeks have been 10,569,000 bushels, against 9,185,124 last year.

Scatter Seeds of Kindness. What a great, big beautiful world it becomes under the influence of a little kindly bit of personal encouragement, and what a dark and lonely danger zone it is if it is not into which we are allowed to struggle.

At day light the position of the vessel could be better discerned. The brilliant light from the searchlight of the St. Anthony light could be distinguished plainly through the mist rain, and the still standing masts of the ill-fated Mohagan were seen.

It is suggested that, as this was only the second trip from Charlottetown, officers of the Paris were not familiar with the coast. Mr. Thomas Allen, of London, a passenger on the Paris, who was on the night of the disaster, was a witness in the Edison Phonograph records case.

It was in bed when the accident happened, and he heard a grating sound, and then several hard bumps on the rocks struck the ship. The vessel then seemed to stop dead.

Among the passengers of the Paris were many poor female emigrants, mostly foreigners. One of the women describes her experiences as follows: "I was awake when the vessel struck. I heard a dragging sound and a loud shout; then the engines stopped. I went up stairs to find out what the matter was. I could see the land quite plain. I thought the ship had stopped there was anything wrong and I returned to bed. I heard a dragging sound and then a loud shout. I said to myself, 'There's my baby. Don't wake him.' The steward replied: 'If you want to trouble to run them. It is estimated, however, that not over five persons ride in the winter system during the day. B. S. lines, run by the strikers, are largely patronized.

THE PARIS ASHORE.

THE BIG AMERICAN LINER PILLS UPON THE MANAOLES.

She Was Warned by a Pilot Boat but Without Heeding Steamed Ahead Until She Struck Beside the Wreck of the Mohagan—So Was Smooth and no Lives Lost.

FALMOUTH, May 21.—The American line steamer Paris, Captain Watkins, from Southampton and Cherbourg for New York, struck on an outlying ridge of the Manaoles early this morning at a point half a mile from where the wrecked Atlantic transport liner Mohagan lay. The Paris, which sailed from Southampton yesterday, called at Cherbourg and picked up fifty passengers. She left Cherbourg at 6 o'clock last evening. Soon after 1 o'clock this morning, at high tide and in a dense fog, she ran ashore. From the first there was no danger. Lifeboats and tugs were soon literally swarming around the vessel to render assistance. A majority of the passengers, who numbered 350, were brought ashore, where they obtained lodgings for the night.

Captain Watkins reported that his ship was lying on a rocky ledge, and that there was no occasion for any alarmist reports. He reported the passengers and crew all well. The first indication of the vessel striking the rocks was a slight grating sound, which was followed by a second and more pronounced shock. The vessel was moving forward, and before there was time to reverse the engines the ship had gone on the rocks, two hundred yards from the shore. Assistance was summoned by means of rockets, and the coast guards promptly telephoned to the life saving station for help.

A majority of the passengers were not aware that an accident had happened until they were called up by the crew. Finding the deck they found the ship's boats in perfect condition for their reception. The sea was perfectly calm, and the only difficulty the passengers experienced was caused by the slight rain that was falling at the time. Owing to the calmness of the sea the boats could be managed with entire safety. Perfect order prevailed aboard the vessel. Captain Watkins was maintaining a steady order, and his perfect self-possession and calmness of demeanor had a reassuring effect upon the passengers.

At daylight the position of the vessel could be better discerned. The brilliant light from the searchlight of the St. Anthony light could be distinguished plainly through the mist rain, and the still standing masts of the ill-fated Mohagan were seen. It is said that a Falmouth pilot boat showed a warning signal to the Paris, telling the captain that he would be laid to rest on the rocks if he did not alter the course of the ship. The warning, however, came too late and the Paris ran aground on the westward side of the Manaoles.

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A handy German who had served his time to a trunk maker in Berlin started in business in New York in Amsterdam av. and painted his own name on the trunk. "Gustava Frita, maker of trunk sandbags." A policeman called on him to examine the sandbags and learned from the frightened Fenton that he merely intended to announce himself as a maker of "trunks and bags."

destroyed to hold themselves in readiness to proceed to the scene of the wreck at a woman's notice. The news of the disaster to the Paris spread rapidly in London and great excitement and alarm were felt until the arrival of the information that all on board were safe. The company's offices were besieged with inquiries, anxiously waiting for news regarding friends or relatives on board the steamer.

Further details of the disaster show that when the vessel struck the crew were summoned on deck. The passengers upon appearing were met at the companionway with comforting words and assurances of their safety. Besides the stewards distributing coffee and stimulants to all who desired them, Captain Watkins had his gig lowered and rowed ashore in order to ascertain his whereabouts, and to telegraph to Falmouth for tugs to assist his ship. In the meantime tugs were sent up and signal guns were fired.

When dawn broke everyone on board was relieved to find the shore so near, and the lifeboats lying nearby on the other side. The vessel lay with her head to the southwest, the reversing gear having been put on the starboard side. Happily the sea was smooth and there was no wind, otherwise the vessel probably have been a different tale to tell.

The danger of the vicinity was strikingly brought home to the passengers and crew by the mist of the wrecked steamer Mohagan, which are sticking out of the water by a miserable bell which is almost constantly, as though sounding a death knell. When Captain Watkins returned from his trip ashore he learned that there was already considerable water in the hold; and the tugs which had arrived stood by in readiness for any emergency. The vessel was landed at Falmouth shortly after 10 o'clock, and the local agents of the American line meeting them and providing them with every care and quartering at the various hotels and the sailors' homes.

When the Paris struck the tide was within an hour of the flood and this rendered it impossible to raise her off the rocks. Hundreds of people visited the scene during the day. The passengers are lavish in their praise of the admirable behavior of the officers and crew, and declare that it was due to their smartness that no accident occurred to anyone. Perfect discipline, they say, was maintained throughout.

It is said that those in charge of the Paris were so perfectly satisfied with the way they were operating the proper course that the vessel was steaming 15 or 18 knots an hour when they struck. Though the steamer ran into a bog about midnight, nevertheless, it is said, she was running at full speed when the accident occurred. There will be little danger to the vessel if she is not raised, and the sound producing buoy on the Manaoles in place of the useless bell buoy now there.

Gangs of men on lighters have gone to the stranded steamer to take off the belongings of the passengers and to re-arrange that two forward compartments of the Paris are full of water. An effort was made this afternoon to raise the Paris off the rocks. The tugs were engaged at full pressure with the steamers steel hawsers, her own engines assisting for half an hour. The attempt was entirely unsuccessful, the steamer not moving an inch.

Earl of Stratford's Funeral. LONDON, May 20.—The funeral of the Earl of Stratford, who was killed on Tuesday evening by the Cambridge express train at Potter's Bar, Herefordshire, took place today. A wreath sent by the queen was placed on the coffin. The Prince of Wales and other members of the royal family were represented at the funeral and a n. n. wreath.

American Transport Damaged. PONCE, P. R., May 21.—The U. S. transport Meade, formerly the Berlin, which while leaving this port Monday night struck a sunken wreck outside the harbor, which caused a serious leak and necessitated her return here, left port last evening, but returned again this morning, a further leakage having developed during the night.

Slaving Still Carried On. VICTORIA, May 20.—Steamer Miowera from Australia and Honolulu, arrived here today. She brings news of the arrival of two Polyneesian at Lewaka, who claim to be the sole survivors of thirty-six men captured by a slaving schooner. E. M. S. Torch cleared out a nest of Tonga pirates after a sharp engagement.

New Admiral for This Station. PORTSMOUTH, May 19.—Rear Admiral Sir Frederick George Benham Bedford, K. C. B., who succeeds Vice Admiral Sir John Arbuthnot Fisher, K. C. B., as commander-in-chief on the British North America and West Indian station, is expected to arrive here, left port last evening, and will be met by the first steamer from Halifax and Bermuda tomorrow.

Motor Carriage at Chatham. CHATHAM, May 18.—O. Saturday M. J. C. Miller, of Montreal, took to Chatham and returned in his horseless carriage. This is the first motor carriage that has been in Chatham and was viewed with great interest by many spectators.

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Advertisement for Lea & Perrins' Sauce, featuring a signature and the text 'LEA & PERRINS' SAUCE, THE ORIGINAL WORCESTERSHIRE. Agents—J. M. Douglas & Co. and C. E. Colson & Co., Montreal.

Advertisement for Dr. J. Collis Browne's Chlorodyne, describing its benefits for various ailments like coughs, asthma, and cholera, and mentioning its long history and popularity.

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TELEGRAPH PUBLISHING CO., ST. JOHN, N. B.

SEEDS! I have a choice lot of Fresh Field and Garden seeds, including 12 varieties of Topse Peas. Also 10 varieties of Beans; Beets, Carrots, Turnips, Parsnips, Early Lettuce and Radish; American and Canadian Timothy Seed, Rosedale, Banner and Siberian Oats.

Killed by Electricity. MONTREAL, May 16.—Oliver Parks, an employe of the Royal Electric Company at the Richelieu power house, Chamblay, today carelessly placed his hand on a machine with which he was unfamiliar and death resulted from the shock. He was 59 years of age and leaves a wife and two children.

Suspects Arrested. TWERED, May 16.—Five men who were arrested here last night, are believed to be the parties that burglarized the Standard Bank at Bowmanville. All are now locked up in jail here awaiting identification.

Militia Camp. OTTAWA, May 19.—Militia general order issued today provides that the 6th division, Sussex, N. B., will go into camp September 5, and 5th division, Aldershot, N. E., on September 12.

The Legislative Graveyard. OTTAWA, May 19.—The senate killed another government bill tonight. It was one to amend the executor court act. No other reason than pure obstinacy and a desire to obstruct the Liberal administration can be found.

Small advertisement for 'FREE!' with a picture of a person and some text.